

NEW YORK HERALD

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include the allocation of earnings for the purchase of the ship and a Government insurance provision. This plan assumes that the Government shall write off the cost of its merchant vessels as a war charge. It is already being compiled to do. It cannot hope to recover any of their cost except over a long period of years.

The Ballinger plan may not be the right one, but any scheme that will help the Shipping Board vessels at work under private management and in a way to enable them to compete with foreign ships must be respectfully studied by the authorities.

Registering Women.

There are thousands of women in New York city who on this, the first, day of registration will refrain from having their names put on the poll list because they fear the process involves undesirable publicity and the answering of embarrassing questions. This fear is without foundation.

The law provides that the man or woman applying for registration shall answer a few questions which are designed to establish the voter's qualifications, identity and place of residence. Beyond this the statute does not go, and beyond the statute the election officers have neither time nor inclination to go.

There is no offensive publicity about registration. No impudent or unnecessary questions are put to the citizen in the registration booths. The preparation of the poll list is accomplished with speed and accuracy and without resort to methods intended or likely to annoy even the most sensitive.

As a body the election officers of New York city have earned high praise for their competence, capacity, politeness and skill. They render assistance to puzzled citizens unflinchingly with the procedure of registration, remove whatever difficulties and misunderstandings may be created by inexperience, and generally make the task as easy and as simple as it is intended to be.

Every day this week, beginning to-day, the registration booths will be open from 5 P. M. until 10:30 P. M.; on Saturday they will open at 7 A. M. and remain open until 10:30 P. M. No man or woman who does not register can vote. The wise citizen will register at the first opportunity he or she has; and no woman need give a second thought to the suggestion that registration involves something displeasing to even the most sensitive.

Two and Two.

By defeating the Yankees yesterday with CARL MAYS on the mound the Giants did more than put themselves on equal terms with their opponents in the contest for the world's baseball championship. They beat the pitcher on whose power to turn them back the Yankee adherents have put their greatest dependence. Coming from behind, after two victories well won by its opponents, the National League line landed a heavy blow against the winners of the American League pennant.

This success will be reflected in the betting. The odds which have been offered on the Yankees are not justified by the record of the four games already played. A ball game is not won or lost until the ninth inning is ended; a world's championship is not decided until the last game has been played.

Short Life for German Operas.

The death of ENGELBERT HUMPERDINK recalls the fact that no other modern composer of his nationality ever had a place in the repertoire of the Metropolitan Opera House along with the overwhelming RICHARD WAGNER. The works of contemporary German composers have from time to time been sung there, but none ever took a permanent place in the list of admired operas. "Hansel und Gretel" was a repertoire piece at the Metropolitan Opera House like the music dramas of WAGNER. "Königsinder" had popularity as a novelty, but never possessed after its first season enough strength to become one of the pillars on which the repertoire is founded. It was the little work from the Grimm fairy tales that stood by the side of RICHARD WAGNER's colossal achievements among the monuments to the musical art of Germany.

RICHARD STRAUSS's "Rosenkavalier" had two more or less popular years, but it is doubtful if it ever took deep root in the hearts of music lovers. There is nearly always some element in the work of STRAUSS or his librettists to keep him remote from the sincere sympathy of an English speaking public. "Salome," of course, never had a permanent place at the Metropolitan, since it was dropped after one performance for causes in no way connected with its artistic qualities. The popularity of MARY GARDEN, however, won for it frequent performances at the Manhattan Opera House, where it was, singularly enough and for reasons altogether connected with the personnel of the opera company, sung in French. "Elektra," which was heard at the same house and in the same language, never touched the public heart deeply enough to bring together one convinced audience.

The famous Erkmann-Chatrian novel, "The Polish Jew," was the foundation for an opera sung last winter at the Metropolitan Opera House and attributed to JOSEF WEISS, a Bohemian composer, who was of course a German Bohemian, since the name is not Czech. D'AL-

BERT's "Tiefand," which came from the Spanish play of ANGEL GUIMERÀ and had been seen here in English as "Marta of the Lowlands," failed to interest the audiences of the Metropolitan Opera House in spite of its sensational success in German speaking Europe. It disappeared after a few representations. MOZART's operas possess the serene permanence of the classics and are not to be considered among the works of German origin.

Not "The Taming of the Shrew" by GOTTZ in spite of its familiar libretto, nor GOLDMARK's "The Queen of Sheba" with its scenic splendors, nor BLECH's richly humorous "Ver siegelt" nor LUDWIG THULLE's "Lo betanz" ever achieved popularity enough to take an abiding place in the list of those works on which an opera house must rely for its artistic existence. There are few new operas to encourage the hearts of impresarios. Composers are not rising to the situation. There is a constant demand for compositions which shall add freshness to the limited list of popular operas. In spite of the inadequate supply, however, only HUMPERDINK sent from Germany a work that acquired the permanent favor accorded to WAGNER.

A Bad Market Test.

There is no plumbing the depth or measuring the height of the American investment market except through the actual experience gained from the placing of foreign capital issues here. We may have gold reserves of more than a hundred cents to the dollar, we may have cash in vault accumulated far beyond the customary figure, and we may even see domestic bond issues snapped up at interest rates just high enough but not too high to be called conservative. But this may mean nothing more than the shifting of capital from one pocket to another, with surplus cash and variations in the appetite for new issues, but with nothing to test the real mettle of the investor.

Two foreign loans have been issued on this market in the last few days. The city of Rio de Janeiro, Brazil, floated a loan for \$12,000,000 in twenty-five year 8 per cent. sinking fund gold bonds. The price was 97 1/2 and interest, to yield more than 8 1/2 per cent. The State of Queensland, Australia, sold \$12,000,000 twenty year 7 per cent. sinking fund gold bonds at 99 and interest, to yield 7 1/2 per cent.

It has been common in the last two years for bankers to offer government secured foreign loans in this market. In most cases the responses have been good. These latest two issues are not obligations of national governments, but only of the borrowing communities. The revenues to repay the loans will be provided out of the receipts of the political subdivisions concerned and not out of the national treasuries.

Such limiting conditions would in many cases in the past have made it impossible to sell foreign bonds here. Some borrowers have been obliged to pledge not only the world of their national governments but also the revenue from specific national taxes and monopolies before they could gain service at our money counter.

The quick sale of the Rio de Janeiro and the Queensland bond issues in this market is a tribute to the political and financial stability of the borrowers as well as another indication that American investors are gaining confidence in their own ability to appraise other than native values right under their noses.

Marvels of the Desert.

As geologists treat the matter the great desert region of this country covers 500,000 square miles, or nearly one-sixth of the area of the United States. Writing for laymen they explain that this vast region has many natural resources and there have been developed upon it many human enterprises. Says a writer in a bulletin prepared by the Interior Department in cooperation with the California Department of Engineering:

"It contains prosperous cities, fertile agricultural districts, forest clad mountains, a large aggregate number of watering places, many rich mines, and an unknown wealth of mineral deposits. But the localities that have water supplies are widely separated oases in a vast expanse of silent, changeless, unproductive desert whose most impressive feature is its great distances and whose chief evidences of human occupation are the long, long roads that lead from one watering place to another."

This does not accord with the popular mental picture of a desert region except in part; but we learn from the bulletin that as geologists color their maps of the United States the desert region forms a great triangle, whose base, 800 miles long, is the Mexican border from the Peninsular Mountains in southern California to the mouth of the Pecos River in Texas. The apex of this triangle they locate in north central Oregon, from which point the Pacific coast side of the triangle is the Sierra Nevada and the Cascade Mountain ranges, the northeast side a line extending from the apex through Salt Lake City and Santa Fe to the mouth of the Pecos.

posts, marked trails and cleaned water holes, lies almost wholly in southeastern California and southwestern Arizona. A glance at a map whereon these sandy wastes are defined, that is the region generally called the Mojave Desert, suggests at once why travelers other than by railroad train long to have it made passable and safe, since to all such the desert was a barrier until the Government took over the task of opening and keeping clear and marked the trails, maintaining sign posts and caring for water holes and springs. It was a long way around for those who had to make the detour; in length about 500 miles, and from one hundred to two hundred miles across.

It is understandable why those who are making the desert regions accessible are asked the reason for their labor; if anybody wants to cross let him take a train. But one does not always want to cross; one is prospecting for valuable minerals; one wants to tarry, to stop and look about, and one cannot do that without marked trails and maintained, clear water holes. It may be added that those who search for wealth in the desert do not always go unrewarded. The California State Mining Bureau reports mineral production valued at \$66,000,000 from one desert county, San Bernardino, for the years from 1894 to 1919. Borax, tungsten, potash, cement, copper, lead, talc are desert products.

But most wonderful in recent development and in future promise is wealth producing agriculture. When irrigation supplies the most hopeless looking desert with life giving water the vine and the fig tree, the long staple cotton add their wealth to the many marvels of the desert.

Wasteful and Inefficient.

The tentative city budget for 1922, as reported to the Board of Estimate by its Finance and Budget Committee, carries appropriations of \$354,446,468, or \$8,916,428 more than the sum appropriated in the budget for 1921.

The excess of the tentative budget for next year over the budget appropriations for this year comes to an amount of money Mayor Hylan's administration will speciously argue is small in comparison to the requirements of a growing city of the size of New York.

Indeed, the Mayor and his intimates are likely to take credit to themselves for economy because the increase does not amount to twice or three times the sum it reaches.

As a matter of fact, any increase in the budget for 1922 over that for 1921 is an evidence of inefficiency and of waste.

The great sum appropriated in the budget for 1921 represents the Board of Estimate's provision for the cost of city government made in the autumn of 1920, when inflated prices were still at dizzying heights.

The greater sum discussed for next year represents the result of the Board of Estimate's committee to keep within bounds the cost of governing the city in the autumn of a year which has seen prices of all commodities tumbling to pre-war levels, and wages in all except a few trades reduced appreciably below the standards of 1919 and 1920.

If the Hylan administration can't hold under such circumstances at least under the budget of 1922 to the size of the budget of 1921 its own act will justify the contention that the Hylan administration is neither efficient nor economical, and no protestation from its members can alter that.

Professor PICKERING, the eminent astronomer, now says that life exists on the surface of the moon. Thus do the scientists of each generation tear down the edifice of learning laboriously erected by their predecessors.

The moon is dead, according to all the good old beliefs. Perhaps the application of Einstein's theory to earth's lonely satellite has restored it to youth, or Professor PICKERING has been able to graft a monkey gland on one of its crater rims.

HIMMEL JOHNSON has come to New York again to solve the traction problem. He didn't quite finish the job the last trip.

A Western thief who got \$52,000 in one robbery spent half his money on airplanes. His high life was of a kind dissipated men of the generation which preceded him never even dreamed of attempting.

Twelve cities report that the retail cost of food fell last August in their markets, the lower farm and wholesale prices being thus passed along. In the same cities it will be found that building is booming wherever wages have been readjusted to the lower living costs. Where this has not occurred building will be found to be pretty near a standstill.

Chicago owes too much to the packing industry to hold a grudge against cattle because Mrs. O'LEARY's cow burned the town up half a century ago. Instead, the metropolis of the inland seas finds in that lantern kicking bovine a useful exhibit for exploitation in Fire Prevention Week.

Idealism at the Battery.

Looking Forward to the Day When the View May Again Be Enjoyed.

To THE NEW YORK HERALD: I am glad to note the growing sentiment in favor of raising the old New York post office. Probably in fifty years from now the citizens of New York will want to show their civic pride by removing all the obstructions now hiding the view of the finest harbor in the world. The Aquarium, the bathhouses, the fireboat building, the Dock Department building, steamboat stands, clubhouses, frankfurter stands, soda water stands, truck piers, bootblack stands, sightseeing buses and other things fixed or movable will then no longer prevent people from seeing and enjoying a very beautiful natural spectacle.

New York, October 8.

Bare Boat Charters.

A Plan to Make Shipping Board Vessels Attractive to Operators.

Captain J. G. Ballinger, U. S. C. G., retired, in the Nautical Gazette. It has been shown that to operate an American steamer of 7,325 deadweight tons, Hog Island type, the cost would be about \$1,400 a deadweight ton a month on a bare boat charter basis of 50 cents a month a deadweight ton. Foreign tonnage has been offered at from \$1.14 to as low as 95 cents a deadweight ton a month on time charter. Such figures, if approximately correct, show the great handicap our steamship operators are under in seeking the successful operation of American shipping against foreign competition.

To seeking to establish an American merchant marine, the Government must forego all ideas of profit, having in mind the great object to be attained, which is to transfer the Government owned vessels to private ownership on a permanent basis at the earliest possible moment.

Having in mind this mission of the Government as above outlined, I would suggest the following tentative plan:

1. Charter to responsible operators on approved foreign trade routes. Shipping Board tonnage at \$1 a year a ship, operator to assume responsibility for voyage repairs only.

This will immediately wipe out the difference between the operating cost of American tonnage and foreign vessels, as it will reduce the operating cost of American vessels to \$1.40 minus 50 cents, or to 90 cents a deadweight ton a month, or against 85 cents a deadweight ton a month for the foreign vessel.

2. Insurance to be carried by the Government on its equity in all vessels. Operators to be permitted to insure their equity where acquired under plan outlined in paragraph 5.

3. For purposes of insurance and subsequent purchase, the cost of tonnage to be marked down to actual replacement values as at present for new construction, less an amount representing depreciation of the vessels to be replaced since such vessels were built, say 5 per cent. a year. To be fair to those who have purchased tonnage from the Government outright or by partial payments, tonnage prices should be readjusted to meet the values above set forth. This would prevent former purchasers of Government vessels from having to meet competition from vessels brought under the favorable conditions suggested in this plan.

4. Operators to turn over to the Government 10 per cent. of any earnings for an insurance and depreciation fund.

5. The remainder of the earnings to be applied as follows: One-half to go to the operator. The remainder to revert to the Government as its share of the profits, unless the operator desires to purchase the vessel, in which case such part of the earnings is to be applied as payment on the vessel. This will make it an object for the operator (1) to operate Government owned vessels without any discrimination by him in favor of other vessels owned by him and (2) to acquire the vessels by gradual payments out of their earnings over a number of years. In other words, the strongest premium possible will be offered for efficient operation.

6. In any such arrangement a sufficient time should be allowed an operator to show a profit, failing which the charter should be cancelled and the vessel withdrawn.

Conditions in Germany.

Activities of the Socialists and the Government's Attitude.

To THE NEW YORK HERALD: No other single occurrence in Germany has been so misrepresented or so completely and dangerously misinterpreted since the end of the war as the national Government's "anti-reaction" order of August 29. This may have been natural, but it is none the less regrettable in the highest degree for every man who loves orderly government and who does not want to see the European continent plunged over to the disciples of Karl Marx.

The "anti-reaction" order was the running amuck of weak men who were badly frightened. Ebert, President of the republic, is a Socialist. So is Gradnauer, holder of the important portfolio of Minister of the Interior. The only difference between Chancellor Virth and a Socialist is one of terminology. All of these men have long been disquieted by accumulating evidences of a return of some degree of pride of race and even of what we Americans call patriotism at home, but which, it would appear, is "reaction" in Germany.

The order of August 29, which goes much beyond the extraordinary anti-Socialist laws of Imperial Germany in the '80s—laws which were condemned by all enlightened opinion at that time—was immediately followed by Socialist excesses in all parts of the country. No day has passed since without its report of meetings broken up, persons black-jacked and robbed, property destroyed and peaceful assemblies attacked.

At Bernau, a tiny village a few miles from Berlin, a Socialist mob, summoned by notices in the Socialist press, attacked a crowd of villagers who were listening to a memorial sermon by the village pastor, following the unveiling of a simple monument to the sons of the village who had fallen in the world war—such memorials now dot all European towns. The mob destroyed the monument, built with the small offerings of the peasants, burned the memorial flags, trampled the wreaths and flowers in the mud and assaulted scores of spectators.

The police did not dare interfere. I can fill a dozen columns of your paper with reports of outrages of this kind happening within the last fortnight. In no case has the Government endeavored to defend the victims. In no case has legal action been taken against them. It is extremely unlikely that the Government will dare take any action.

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Vanderbilt Party Returns to London

Arrives After Month's Yachting Tour of French Canals and Rivers—Americans at Japanese Ball.

Special Cable to THE NEW YORK HERALD. Copyright, 1921, by THE NEW YORK HERALD. New York, Oct. 9. (The Associated Press.)

Mr. and Mrs. Cornelius Vanderbilt and party have arrived in London from Paris after a month's yachting tour through French canals and rivers.

Every big hotel in London is now running supper and dances and society is indulging in restaurant gaiety more than ever before. The Claridge opened its dancing season this week with a Japanese ball. The cotillon was danced for the first time in a long while in London and the Claridge opened its dancing season this week with a Japanese ball.

Among the dancers were the Duke and Duchess of Albany, the Duchess of Alagoa, Marquis and Marchesa de Viana, Lady Dering, Sir John and Lady Wright, Mrs. Ogden Goelet, Mr. and Mrs. J. Woodward Haven, Mr. and Mrs. M. E. Minger, Mr. and Mrs. Charles Weiss, Mr. R. S. Guggenheim, Mr. and Mrs. Butler Wright, Rear Admiral Harry S. Knapp, Col. O. N. Seltzer, Mr. H. F. Grady, and Commander and Mrs. Lamb.

At the Savoy Messrs. Edward Auger, Rex J. Cole and E. V. Neal, Mr. and Mrs. W. J. Anderson, Messrs. Arthur W. Newman, Leo Francis Stapleton, Ernest H. Schenck and Willard W. Taylor, Mr. and Mrs. William J. Moore and Mr. and Mrs. John Dean of New York, Mr. Charles S. Pillsbury of Minneapolis, Mrs. M. M. Rothschild and Miss Mary E. Dick of Chicago.

Mr. and Mrs. T. F. Hudson and Mr. and Mrs. W. F. Darroch of New York are at the Hyde Park Hotel.

MISS ELEANOR HAYDEN WEDS IN PARIS TO-DAY

Mrs. C. A. Ricks Takes Apartment in French Capital.

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The marriage of Miss Eleanor Hayden, daughter of Mr. Daniel Hayden of Newport, to Mr. Tracy Barrett Kittredge, son of Prof. and Mrs. Kittredge of Berkeley, Cal., will take place to-morrow in the American Church in the Rue de Berri, the Rev. Chauncey Goodrich officiating.

Mrs. Charles A. Ricks of New York has taken an apartment at 77 Rue Notre Dame Descaples for the winter with her niece, Miss Alice Brownbridge, New York, and her sister, Julie Chamberlain of Englewood, N. J.

Mr. and Mrs. Howard H. Spaulding of Chicago have arrived from Biarritz, but will start soon for Italy, where they will pass the winter.

The Last View.

Down-dropping from a pulsing throat A golden rain That brings with every liquid note June back again!

It almost seems the fading bough Whereon you swing Thrills with a quickened impulse now— Another spring.

The little airs that stir the leaves. More gently blow; And thro' the haze blue there weaves A softer glow.

Why, lonely warbler, have you stayed Beyond your time? Why have you daintily essayed This bleaker clime?

Is it a tryst at which you sing Within the wood— A something that weighs down your wing, Half understood?

Down-dropping from a pulsing throat A golden rain That brings with every hitting note Glad June again.

MAURICE MORRIS.

Colonel Ingersoll's Fee.

His Biographer Denies He Got \$100,000 for Defending Dorsey.

To THE NEW YORK HERALD: With reference to the fee which, according to one of your correspondents, Colonel Ingersoll received in the Star Route cases, Clinton B. Farrell, his biographer, says in his authorized version: "Colonel Ingersoll has been so criticized and maligned for defending Mr. Dorsey in the Star Route cases, and so frequently charged with having received an enormous fee, that I think it but simple justice to his memory to say that he had received no fee for his services in the Star Route cases."

In an interview on October 24, 1914, the following occurred: Q. Have you seen the published report that Dorsey claims to have paid you \$100,000 for your services in the Star Route cases?

Colonel Ingersoll: I have seen the report, but Dorsey never said anything like that.